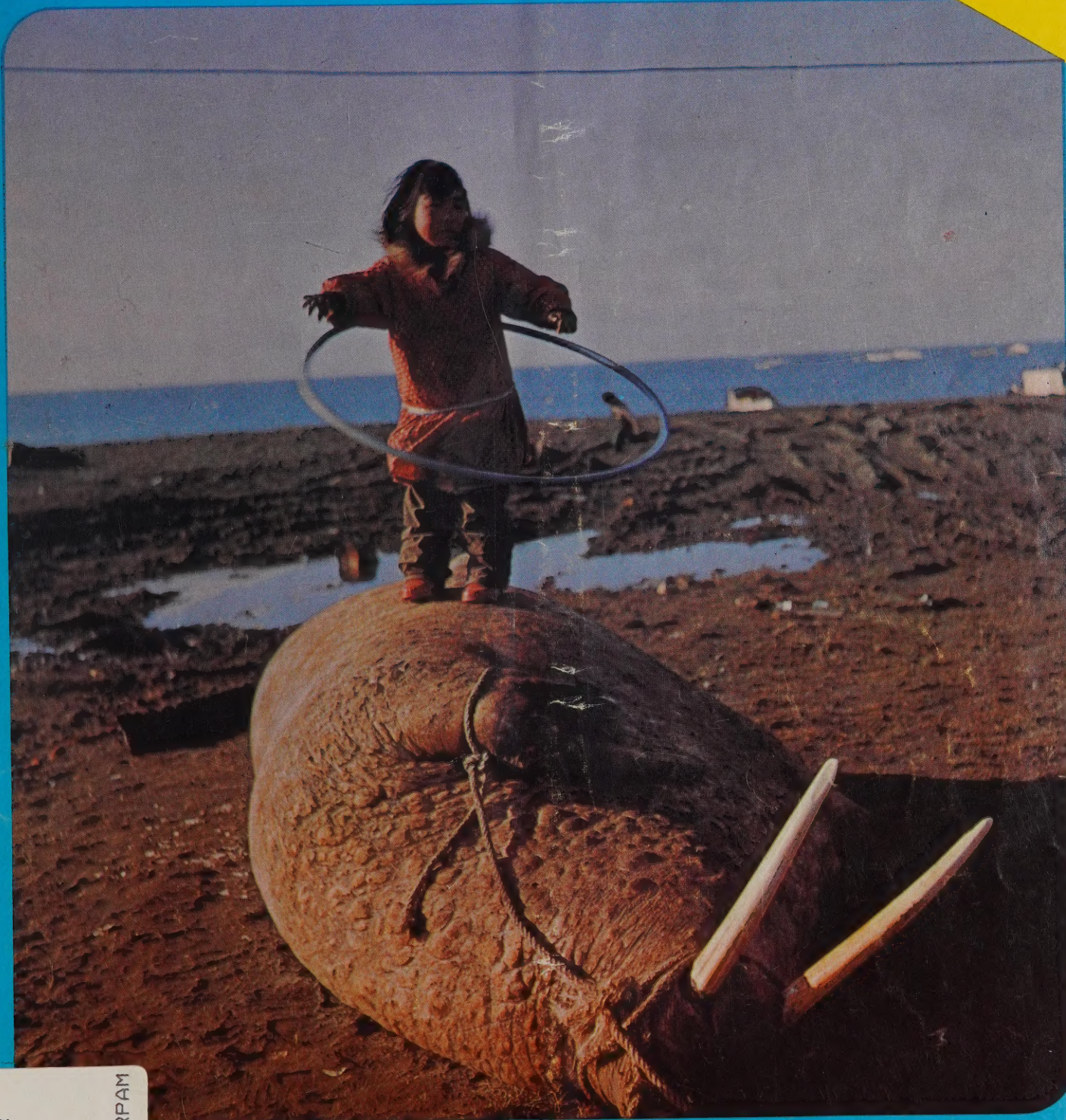


# alaskan

airways magazine

SPECIAL: OIL PIPELINE TO VALDEZ



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An Eskimo readies his oomiak in preparation for a seal hunt.

— Photo by Frank Whaley

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VOLUME 2 • NO. 2

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*The cover photo was taken by Alaskan  
photographer — Frank Whaley.*

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***VER THE MOUNTAINS, AND ACROSS MOOSE COUNTRY***





# OIL PIPELINE TO VALDEZ

The proposed crude oil pipeline from Prudhoe Bay to Valdez is one of the largest projects ever contemplated in Alaska, a state long noted for the big and the awesome. The granting of a right of way to Trans Alaska Pipeline System (TAPS) by the Interior Department has been delayed for the time being while Interior Secretary Walter J. Hickel makes certain that certain Federal stipulations are met.

Gov. Keith Miller is trying to keep the ball rolling for Alaska. If other means of taking the oil out of Alaska by-pass the state, Alaska will be the loser. It will be settled one way or the other, but we hope it will be beneficial for the state, whichever way things go.

Studies are being carried on to determine just how much disturbing the ecology can take. The University of Alaska's Institute of Arctic Environmental Engineering has been conducting experiments near Barrow on just these matters. The work, financed by TAPS, has involved a prototype pipeline, among other things. They are concerned with two things — the protection of the tundra from the pipeline and the protection of the pipeline from permafrost. Since most of the pipeline is to go underground, it is important

that the builders know in advance just what sort of problems they are going to encounter. Thus, they hope to know ahead of time how to solve these problems. The prototype pipeline that is being built should eliminate a lot of headaches later.

Laying the pipe is quite tricky. The pipe itself is extremely buoyant, melting permafrost could make it float right out of the ground. Effects of the extreme cold can produce cracks 50 or 60 feet long. In other words, the pipe would be subject to all sorts of unpredictable stresses. It could also sink "out of sight" forever.

Some of the experiments have to do with heating the pipeline. This, too, has a marked effect on both the pipe and the ground around it. Various types of insulating, and all sorts of combinations are being tried . . . gravel, sawdust, tundra, thicknesses of polyurethane. It is too soon to report all the results yet.

The institute has found that flowers and willows will grow again after the ground has been dug up and covered over. This is not conclusive that the ground sustains no damage, but it is definitely hopeful and encouraging.





Although the Trans Alaska Pipeline will be buried, save for approximately 50 miles, the pipeline in the above photo will give the reader some idea of what is involved in constructing this 800-mile line. — *Photo by Child Art.*

### Other Experiments

Subsurface soil investigation along the proposed 800-mile pipeline is nearing completion as a vital preliminary step in design and construction.

The soil investigation was performed principally by men and machines of Alaskan contractors who proved equal to the problems of bitter cold, isolation and rugged terrain during the past several months.

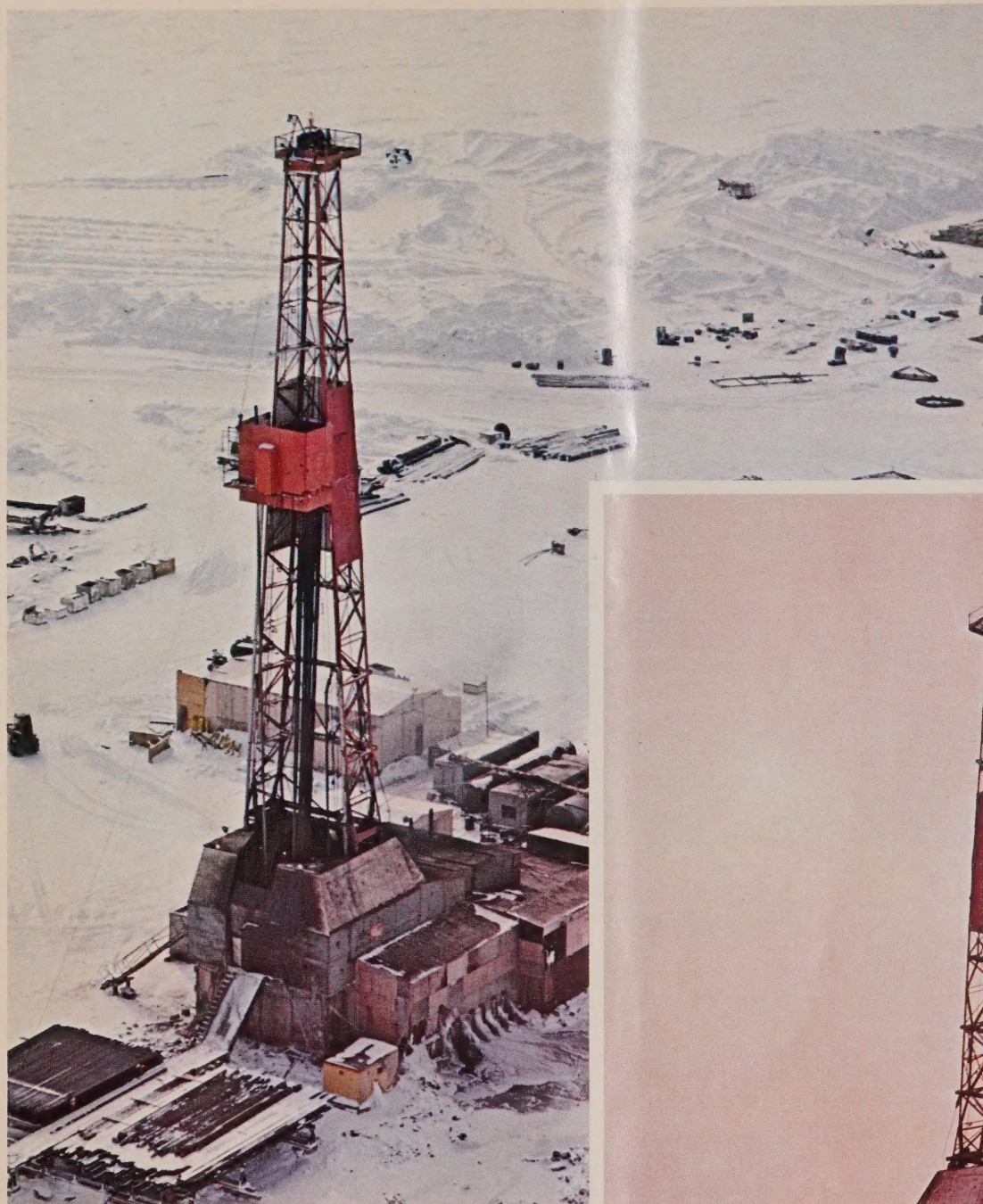
The fruits of their struggle, an array of soil samples and rock cores brought up from beneath the snowcrusted surface, will assist engineers in selecting

the best routing and the most favorable construction methods for the Trans Alaska Pipeline.

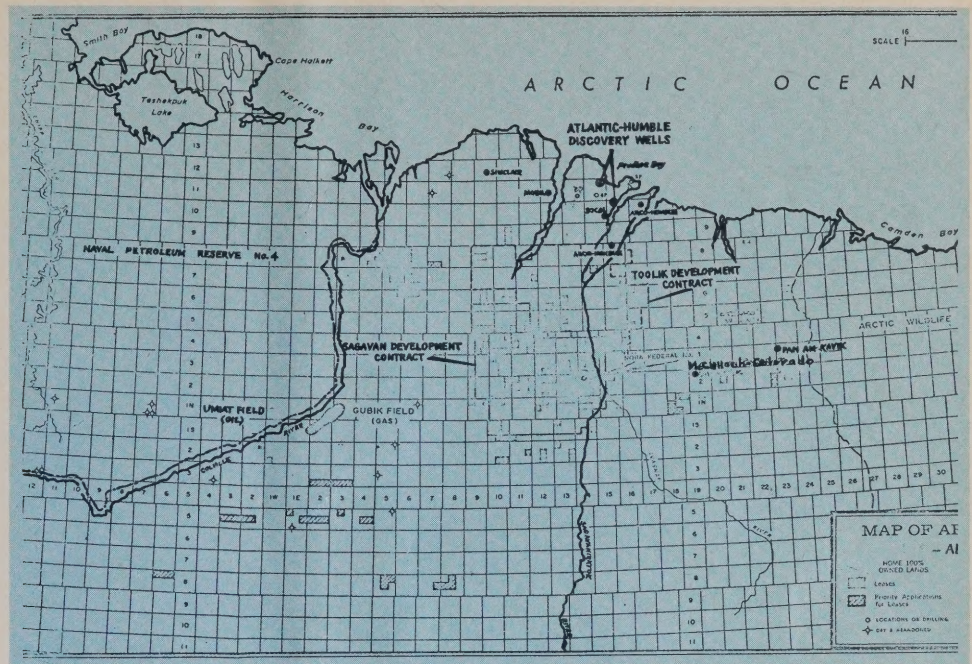
This giant 48-inch diameter artery will be the largest cross-country crude oil pipeline on the North American continent. Scheduled for completion in 1972, it will transport oil southward from Prudhoe Bay area of Alaska's North Slope to a year-round tanker terminal on the gulf of Alaska near Valdez. Initial capacity will be about 50,000 barrels per day.

Owners of the system are Atlantic Pipe Line Company (a subsidiary of









# OIL PIPELINE TO VALDEZ

Atlantic Richfield Company), BP Pipe Line Corporation (a subsidiary of BP Oil Corporation), and Humble Pipe Line Company (a subsidiary of Humble Oil & Refining Company). Total cost of the project has been estimated at about \$900 million.

## Survey Underway

Work began recently on a photogrammetric survey of the proposed 800-mile route.

The photogrammetric survey is being performed for Trans Alaska by Geotronics, a Teledyne Company, of Long Beach, California, and Tobin Research, Inc., of San Antonio, Texas, with Geotronics responsible for overall management.

The two companies will make aerial photographs of the proposed route and from them prepare photographic mosaics, topographic maps and alignment sheets.

A contract for engineering, design and other related work on marine facilities for a tanker terminal on the Gulf of Alaska near Valdez has been

awarded to Fluor Ocean Services, Inc., of Houston, Texas, by TAPS.

Currently, subsurface exploration is being conducted near Valdez to provide information for design of dock and tank storage facilities. This work is being performed under a separate contract by Alaska Geological Consultants of Anchorage.

## New Road

Fifty-three miles of gravel road from just north of Livengood to the south bank of the Yukon River in Alaska is being constructed by Burgess Construction Company of Fairbanks.

The project is estimated to be completed in mid-December.

The road will be constructed for use by TAPS in the construction of the pipeline extending from Prudhoe Bay to Valdez. The owners will maintain and use the road during construction of the pipeline. When construction of the pipeline is completed, the road will be turned over to the State Department of Highways as a part of their highway system for use by the public.





Tourists pan for gold — Frank Whaley photo.

# Living in Gold-Rush Nome

*These selections from the booklet "Gold-Rush Nome" are reprinted here with the permission of the author, Carrie M. McLain. Mrs. McLain came to Nome in 1905 as a young girl. She attended Nome schools, taught school nearby, was married and reared her family in Nome. She was city clerk for many years. She is one of the founders of Nome's new museum.*

There are few places in the world today as well known as the town of Nome, Alaska, on the shores of Bering Sea. It once was a metropolis of thousands of miners and prospectors, but now it is a village of 2500 Eskimos, mixed bloods and a few whites. For nearly 65 years gold mining kept the town alive. Now the tourist trade is becoming the important industry.

Gold was discovered in July, 1898, on Anvil Creek, behind Nome. But not until the summer of 1899 did boats bring prospectors to Nome. Gold was discovered on the Nome beach a little after it was discovered at Anvil Creek, and was responsible for the great influx of gold seekers.

Those who came to Nome unprepared to meet the rigors of the country and its living conditions were out of luck. No one could afford to shoulder another's troubles along with his own. Several plucky women made their way to this gold rush, and old Mother Tiffany claimed that she was the first white woman to set foot on Nome soil in 1899. However, as boats arrived only hours apart, other women came ashore. Lousie Forsythe Walsh, now at the Pioneer Home in Sitka, also arrived with her parents in 1899. Her half



brother, born on January 1, 1900, was the first white child born in Nome.

### Getting the Mail

People waited for the mail in a double line, often for as long as two hours in mud up to their knees. This was especially hard on businessmen who often had to pay someone to stand in line because they were too busy to collect their mail.

General delivery was said to be the largest in the United States and the alphabet was divided into over 700 divisions. The post office was open to the public from 8 a.m. until midnight each weekday, with shorter hours on Sunday. Sometimes a mail boat came more than once a day.

The most regular and reliable mail service came to the boats to Nome in summertime. It was irregular at first, but eventually came every two weeks from Seattle.

Winter mail service was quite a different matter. In 1900 mail came over the trail from Dawson. A letter dated November arrived the first of February. Later, mail came from Seattle by boat to Valdez. It was taken by horses and sled 400 miles to Fairbanks and sent from there by dogteam along the Yukon trail to Unalakleet. There sack upon sack was stored in warehouses. Once a week, 500 pounds of this mail were taken to Nome by dogteam. From there, mail was sent twice a month to mining camps such as Solomon, Council, Teller, York, Wales and the Kougarok.



### Parties and Sociables

Winter was a sociable time; summer was work time. The Miners' Home Club was organized for weekly card parties. Dances were annual affairs of the big organizations. Surprise parties were given at the drop of a hat, and one never knew when a knock on the door in the evening meant a surprise birthday party or a basket of goodies for a big feed.

The women met at various homes to make paper flowers for all occasions, including funerals. Roses, lilies, carnations and chrysanthemums were favorites. When the Pioneers of Alaska, Igloo No. 1, gave their annual Roof Garden in 1912, the auxiliary made hundreds of paper roses. Wires were strung from the center of the chandelier in Eagle Hall and the roses strung on black thread spaced along the wires, making a shower of roses. It was the talk of the town.

Nome was isolated in the winter, so home talent was depended upon. In 1907 the Ladies Guild of the Episcopal Church presented Hans Christian Andersen's "The Snow Queen" with nearly every school child in the cast. The Guild made all of the costumes, and I can remember nothing so lovely before or since.

### Eskimos Visited in Summer

There were few Eskimos in gold-rush Nome, but some came from nearby coastal villages during the summer. The early day Eskimo shaved the crown of his head, leaving a rim of black hair



that reminded one of today's Beatles. Though he wore white man's clothing in the summer, he still had not mastered the fit. Style was the least of his concern.

In those days the Eskimos bartered ivory cribbage boards, fur mats, duck feather cushions and miniature skin oomiaks and kayaks. They also peddled ducks, geese and cranes in the spring, and fish and berries in the summer. The phonograph impressed them, and they enjoyed carrying a small one

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Nome

around and listening to the screechy, squeaky music.

In the early days, very few Eskimos remained in Nome during the winter months. Those who came in the summer in the oomiaks, with a favorable west wind were mostly from Shishmaref, Cape Prince of Wales, and King and Diomed Islands. They pitched their tents on the beach near the mouth of Snake River or at the upper end of the Sandspit, picking berries and drying salmon to take back home, and selling their knickknacks. By fall, they returned to their homes.

#### Late in the Ice

Steamships often had the misfortune to get detained in the sea ice. The *Nome City* was in ice off St. Lawrence Island for thirty days in May and June, 1900. The *Jeannie* was also in the ice about the same time with a capacity load of 900 passengers.

In June, 1900, late ice conditions in Bering Sea and the Nome roadstead kept five or more steamships tied up at Dutch Harbor with some 5000 passengers aboard. However, the *Ohio* was a ship with a real story of being late in the ice.

She left Seattle on June 1, 1908, with about 850 passengers for Nome. The *Victoria* left the next day and reached Nome on schedule in ten days. However, the *Victoria* had her bow framed with steel so that she could buck the ice and get through the vast ice fields, but when the *Ohio* got into one of these fields she had to go along with the ice since her bow was not fitted for the ice. My eighth grade teacher, who was aboard, told us pupils

all about it. She told how food was getting, low, and they were getting down to beans and hardtack. There was a rumor on board that one of the cabin boys had started over the ice for Nome. If he did, Nome never saw him. The *Ohio* finally dropped anchor in Nome on July 10, forty days after starting out. Almost all of Nome was on the beach when the passengers came ashore. I still retain a picture from my childhood of some pretty dejected looking men and women. Some good came of this, however. The episode of the ill-fated *Ohio* spurred Congress to pass a bill stating that no steamship could carry more passengers than there were life preservers and life boats. The *Ohio* had 450 life preservers.

#### Stormy Weather

Nome was beset so much of the time by either storm or high water that the few remaining old timers today marvel that any of old Nome still remains.

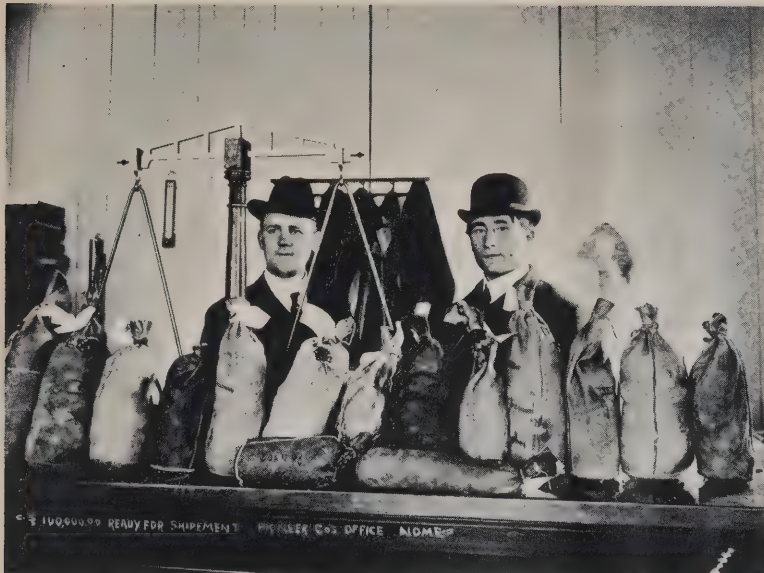
#### Early Storms

When the August and September 1900 storms came along, havoc was wrought with great loss of lumber and tons and tons of coal and freight that had been left on the waterfront. Many places of business along River Street and south Front Street were wrecked. Many boats were tossed about and the barge, "Skookum," was torn and shattered of all her loose timbers. She had brought up thousands of board feet of lumber, hundreds of tons of coal and

Ophir Creek Placer Mine near Council, about 75 miles from Nome.







Eugene Chilberg and Jafet Lindeberg with gold pokes in 1906. — B.B. Dobbs.

several hundred head of livestock and sheep. Pumps, engines, and other machinery worth thousands of dollars were buried in the sand.

During one severe storm, Mr. and Mrs. Dalquist, had to seek safety as the water rose inside their roadhouse. The sand spit it was located on was awash with raging water. They climbed to the roof of the building and there they sat all night, together with their dogs and canaries.

Gold seekers along the beach lost their meager belongings and tents. The washing away of so many tents was a boost for the lodging houses in town, but some of the prospectors were later shipped out by the government on what was called the "blue ticket," reserved for the destitute.

#### Dogs Invaluable

Dogs were invaluable for many things; for carrying water, which was sold by the basketful; for packing freight stacked on the beach; and for bringing driftwood on the beach for prospectors shacks and Eskimo tents. The dog was also a valuable animal for winter transportation over staked trails. Travel would have been nigh impossible without him since horses were a luxury, and summer and winter roads were rare. Everybody owned one or more work dogs, which were staked out in the back yard; and many and loud were the howls. If a person were to ask me what were the two most

memorable things about Nome, I would say gold mining and the "Malemute chorus." Dogs from the dog pound were sold for \$50, and a good lead dog for \$75 to \$100.

Dog racing did not begin in earnest until 1908 when the Nome Kennel Club was formed. The first big race was the 408 miles to Candle and back, and the race course followed the telephone line. As early as November, dog drivers began training both themselves and the dogs. During the last three weeks before the race some fed the dogs raw eggs and mutton chops.

One of the characters of dog racing was Fox Maule Ramsay of Scottish nobility. He was a real sportsman, who tried his hand at dog racing as a Cheechako. He was not yet accustomed to the plain roadhouses of the time. In his first race, upon reaching Solomon, some 36 miles from Nome, he called for his bawth, toast and marmalade, and tea. His call for a bawth electrified all Nome and endeared him to the dog-loving public. But, he soon learned that a bunk behind a cannon ball stove and a good tight barn for his team were the height of comfort and safety.

#### Summing Up

Living in Nome in the early days was a difficult life, and it still is not easy. Someone has said that "we were

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a country of waits and chores," which has proved to be true many times. Times are changing, though. Now cargo planes bring more and more goods to Nome, and one wonders how much longer boats will bring freight.

Cars, trucks, and snowmobiles have replaced the dogs and the horses. The romance of those old days is gone forever, and as I sit at my window, looking up and down the beach, I see in my mind's eye the thousands of men who toiled on the beach for gold, making the word, NOME, famous round the world.





Preparing for winter in Fort Yukon means getting firewood cut, drying fish, and doing a hundred other tasks. — *Frank Whaley photo.*





Many wild flowers grow throughout the state, such as this fireweed.

— Photo by Frank Whaley.





Supplies crated and waiting to be loaded at Fairbanks International Airport.

— Photo by Kay Kennedy.

## SUPPLYING THE NORTH SLOPE

*Wien Consolidated Airlines has been flying freight to the North Slope oil fields. It has the only jet service to Prudhoe daily except Sunday. The need of the oil companies is like a huge appetite that can't be sated as everything — EVERYTHING on the North Slope must be brought in — men, food, clothing, tools, housing, thousands and thousands of items that make both living conditions tolerable, even comfortable, and work possible.*

Delivering freight in the Arctic is a giant sized headache. But it can be done. Men, food, equipment, drilling mud, pipe, — the list is endless, and the need fantastically great.

Air traffic has been so brisk that the Federal Aviation Administration made an extension of "controlled airspace" and associated air traffic control to the North Slope this year. This is the same en route air traffic control services as along other Alaskan routes. There's been at least a 300% increase in air carrier activity at Fairbanks International Airport over 1968.

With diesel fuel costing 70 cents to \$1 a gallon flown in, Atlantic Richfield is building a topping plant at Sag State No. 1 to produce 42,000 gallons daily.

On the basis of discoveries, a reliable geological firm has estimated that known fields hold between 5 and 10 billion barrels of oil, which would make it the largest field on the continent.



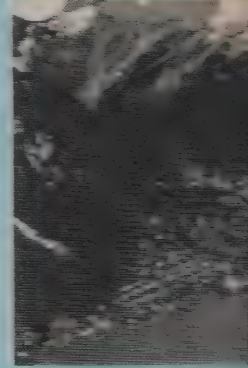
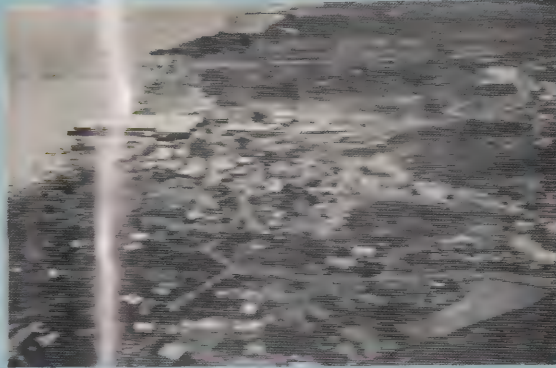
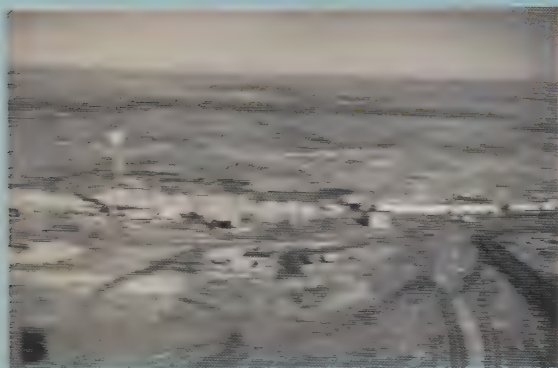


Planes have to be loaded and unloaded in a hurry to transport all the freight that is going to the North Slope. — *Photo by Skip Wall.*



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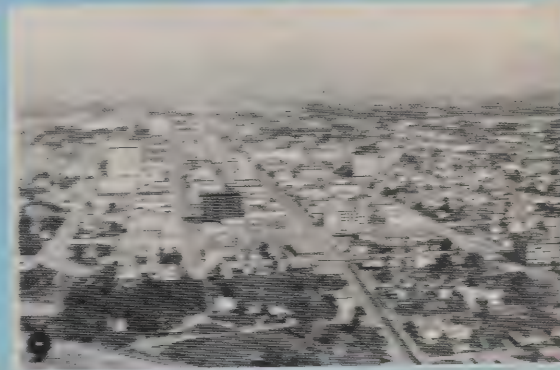
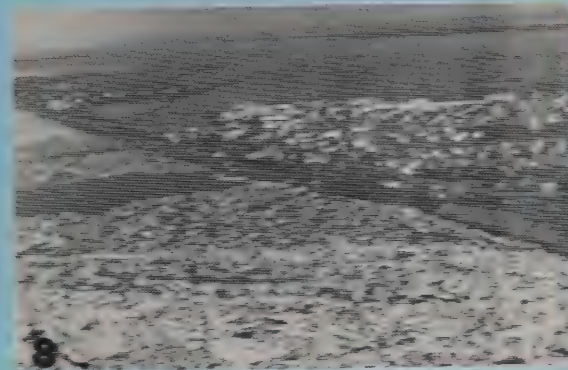
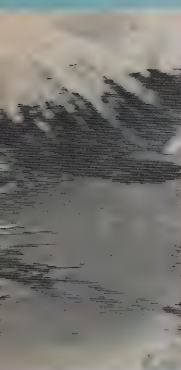
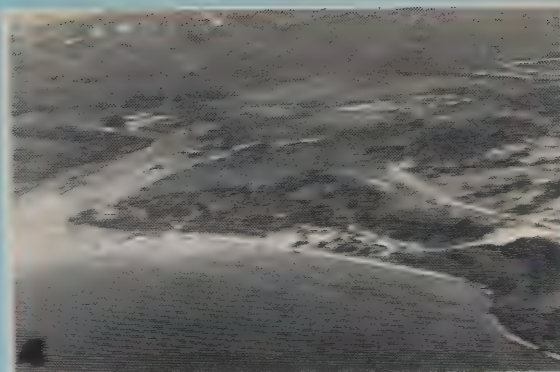
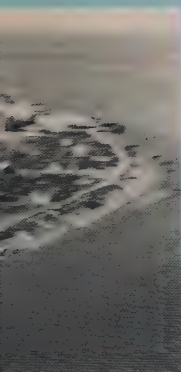
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6. **DILLINGHAM** ... headquarters for Bristol Bay's fishing and canning industry.
7. **JUNEAU** ... capital of Alaska and home of Alaska's lumbering and fishing industry.
8. **BARROW** ... the farthest north village on the continent and world's largest Eskimo village.
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The new altar cloth at St. Stephens Church in Ft. Yukon is made of moose hides. The women of the church started the cloth in 1966, embroidering with tiny beads.

— Photo by Frank Whaley

## ***New Phones Coming***

Telephones are coming to five communities in Alaska. This is exciting news to the folks in Fort Yukon, Galena, Cold Bay, Bettles and Unalakleet. They have had to wait a long time.

There have been a few telephones around — Galena had one phone — and there has been radio communication. But telephones in homes will be a very welcome addition.

Interior Telephone Co. is installing

the systems as quickly as possible, despite problems encountered in getting parts and equipment that is in short supply. The utility lines are being installed underground, eliminating overhead wires, poles and future trouble.

Although direct dialing is still in the future, subscribers will be able to call Anchorage, Fairbanks or New York City with equal ease. The biggest problem foreseen, at the moment, seems to be whom to call first.





A rather surprised Eskimo woman and her dogs look into the doorway of their home to see who the visitors are — *Frank Whaley photo.*

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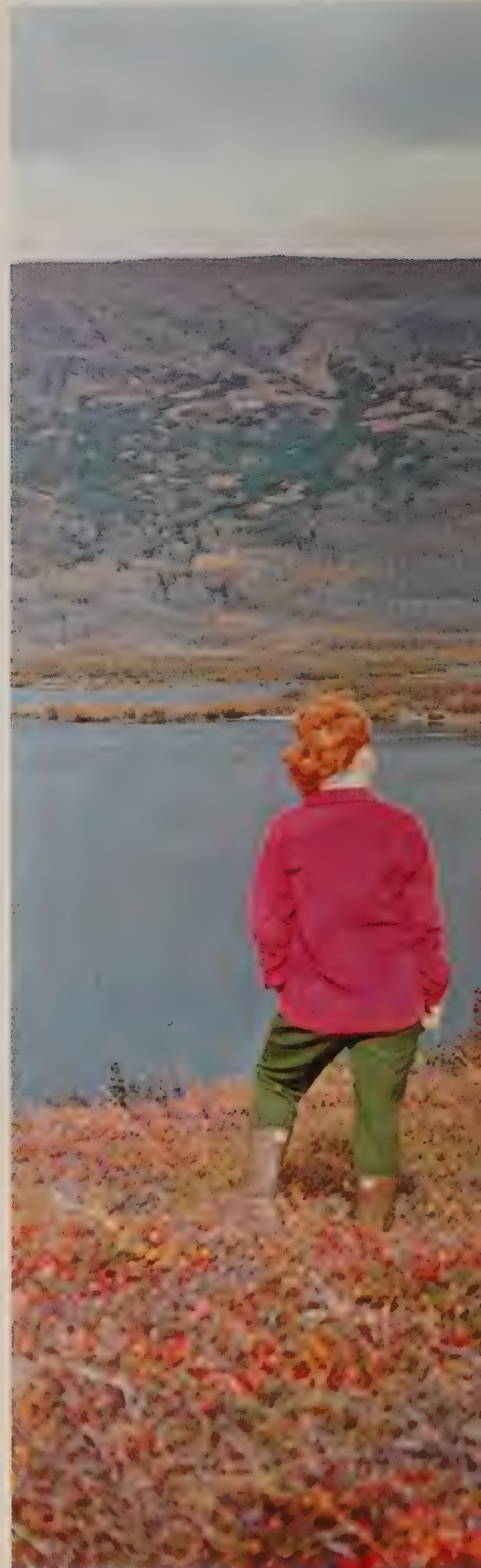
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A last look at Kulik Lodge before it closes for the winter. This is a popular spot for those who visit the Katmai National Monument. *Photo by Frank Whaley.*



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*"It's not cold — just invigorating." — Frank Whaley photo.*



# LATEST AIR CARGO EQUIPMENT

by Kay J. Kennedy

Speedy new jet aircraft and increasing amounts of air freight has led to development of more sophisticated cargo-handling equipment. Wien Consolidated Airlines is leading the parade with the use of the latest type—so new that there is only one unit in actual operation at this time but more are on the assembly line.

It is a powered Airtec combined transporter-loader, which together with Abel Swop Bodies, can unload and reload one of the Wien Consolidated B-737-200C twin jets at Fairbanks in less time than it takes to refuel the aircraft. It works like this:

In the warm cargo building outbound cargo is pre-packaged in igloo containers and lashed onto pallets. Before the arrival of the aircraft these are loaded on the Swop beds and moved to the staging area. When the aircraft arrives, the Airtec equipped with an empty Swop bed moves to place at the big cargo door where it is elevated. Freight is unloaded from the aircraft aided by a powered roller system. The Airtec backs up while lowering the platform, deposits the Swop bed with its load on four sturdy steel legs. The operator does not have to leave the cab. This operation continues until all containers and pallets have been unloaded.

For loading the procedure is reversed. The operator backs under the loaded Swop bed, moves and hoists it into place at the aircraft. Each load is locked into place within the aircraft. The whole operation takes 15 to 20 minutes with one Airtec operator and two cargo men in the aircraft. The unloaded freight is then quickly moved by Airtec to the freight building or picked up by truck for local delivery.

This new equipment and operation was initiated by Wien at Fairbanks recently. The equipment is manufactured by Airtec Engineering and Equipment Co. of Edmonton, Alta. This, together with the new

igloos and pallets put Wien Consolidated in a world-wide, standardized cargo-handling system which fits the entire family of Boeing jets and DC-8's.

For example: an igloo container can be loaded at a manufacturing plant in Los Angeles, locked, picked up by truck, delivered to an air terminal, loaded on an aircraft, be transferred at Seattle or Anchorage, arrive at Fairbanks, unloaded, moved on to a truck and delivered to the customer's door.

This system eliminates up to 16 handlings in some cases; reduces damage, pilfering as well as labor costs and chances for mis-direction and greatly speeds up the movement of air freight.

"With two Airtec units and eight Swop Bodies, we can handle 50 per cent more freight," Ron Twogood, assistant cargo supervisor, said today. "At present we are servicing five flights between 7 and 9 a.m., but we anticipate we can take care of seven to eight flights within a two-hour period with the second Airtec unit. This means that maintenance will involve only two vehicles instead of 8 forklifts, tugs and wagons.

The Airtec has a Ford truck engine which moves the unit, operates the hoist and the powered roller system. Its low-profile (46 inches high) cab has complete visibility for the operator — a feature appreciated by the operator, especially in cold weather. The scissors lift mechanism can be operated from the cab or the platform. Load capacity is 12,000 pounds. The unit is 8 ft. by 26 ft. 6 inches and can hoist 13 ft. 6 inches from the ground. A foam rubber bolster on the front has a warning system to advise the operator when it is in contact with the aircraft.

The B-737's are designed to take all-cargo, all-passenger (113) or a combination. It can carry up to seven containers.

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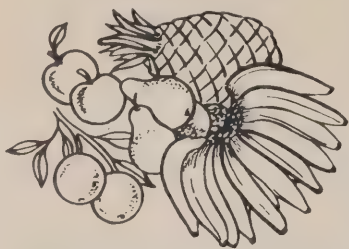
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A "Sentinel of the Mountain" keeps watch while his family hurries up the steep slope. — Photo by Fred Belcher, Alaska Travel Division.

## PROJECTS IN THE VILLAGES

The State Rural Development grants have been made to Anvik, White Mountain and Brevig Mission. Bethel's pre-fab housing project is turning out a home a day now and a community center has been assured by a grant from the Department of Housing and Urban Development.

The Kuskokwim Fishermen Co-operative received a grant and loan totalling \$570,000 from the Economic Development Administration for building a floating fisheries plant capable of processing, freezing and storing salmon and other fish. It is expected to be ready in 1970. Improvement work is to be done on the Bethel airport this summer as well as at Kotzebue and Barrow. Sixty-seven villages can share in a \$5.2 million loan for Rural Electrification projects. Twenty-five are to get power plants this summer.



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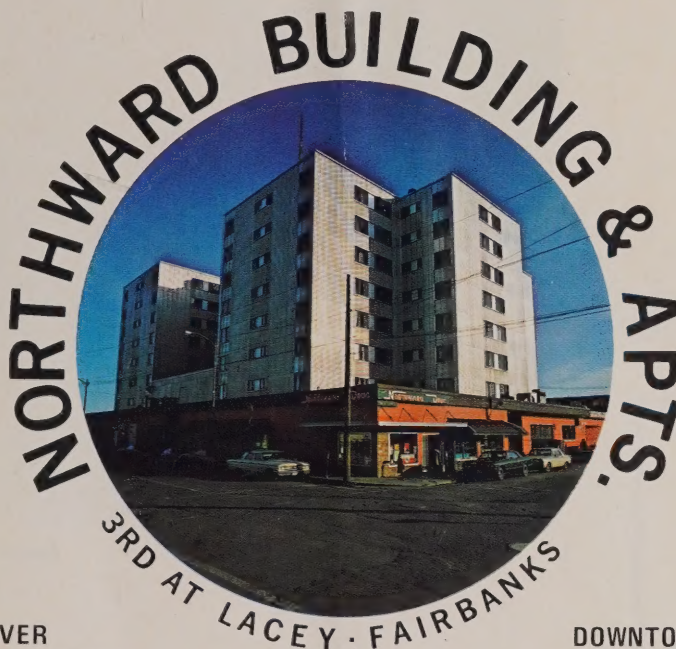
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### AUGUST

- 14-17 • Tanana Valley Fair, Fairbanks.
- 24-25 • 20th Annual Alaska Science Conference, University of Alaska.
- 30 - S. 1 • Alaska State Fair, Palmer
- 30 - S. 1 • Annual Jaycees Rodeo and Barbecue.

### SEPTEMBER

- 6-7 • Harvest Festival, Ketchikan
- 20 • Equinox Marathon, University of Alaska
- 20-21 • Celebration of 175th anniversary of the Establishment of the Russian Orthodox Church in Alaska, Sitka.

### OCTOBER

- 2-4 • Tenth Annual State Chamber of Commerce Convention, Ketchikan.
- 4 • Cham-Fashional, Fairbanks.
- 5-8 • Fish Expo. '69, Third Annual Commercial Fishing Exposition, Seattle Center Coliseum.
- 17-19 • Alaska Day Festival, Sitka.
- 22-25 • Alaska Municipal League Local Government Conference, Juneau.
- 30 - N. 2 • Alaska Carriers Assn. Convention, Sitka. (tent.)

### NOVEMBER

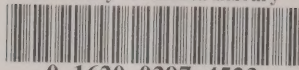
- 3 • Alaska Native Brotherhood Founder's Day, Sitka.
- 8 • Annual Sons of Norway Bazaar, Ketchikan.
- 7-8 • Associated Gen. Contractors, Alaska Chapter, Anchorage
- 15-16 • Garden Club Holiday Show, Anchorage.
- 29 • Christmas Parade, Anchorage.

### DECEMBER

- Christmas Week, Barrow . . . Native Games, . . . Children's Christmas party sponsored by Chamber of Commerce.
- Christmas Week . . . Kotzebue . . . Eskimo Games.



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